

Client
Willatook Wind Farm Pty Ltd

Date
5 May 2026

Planning

Transport

Urban Design

Waste Management

Landscape Architecture

Civil Engineering

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Transport Impact Assessment

Willatook Wind Farm

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ratio:

Project
Willatook Wind Farm

Prepared for
Willatook Wind Farm Pty Ltd

Our reference
14558T-REP03

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Version	Date	Issue	Prepared by	Checked by
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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

Table of Contents

Section	Page No.
1. Executive Summary	5
2. Introduction	9
2.1. Report Purpose	9
2.2. Minister's Assessment	9
3. Willatook Project	10
3.1. Location	10
3.2. Project Description	10
3.3. Project Site Access	13
3.4. Project Transport Elements	14
4. Existing Conditions	17
4.1. Project Area Roads	17
4.2. Heavy Vehicle Networks	18
4.3. Public Transport	19
5. Project Traffic Generation	26
5.1. Wind Farm Construction	26
5.2. Construction Materials Assumptions	26
5.3. Construction Traffic Volumes	28
5.4. Cumulative Traffic	33
6. Impact Assessment	36
6.1. Project Area Local Roads	36
6.2. Project Area Arterial Roads	38
6.3. Project Area Intersections	39

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6.4.	Construction Materials Haulage Routes	39
7.	Conclusion	40

Appendices

Appendix A : Project Area Roads

Table of Figures

Figure 3.1:	Wind Farm Layout	12
Figure 3.2:	Wind Farm Area - Access and Road Network	13
Figure 3.3:	Preferred Material Haulage Routes	15
Figure 3.4:	OD/OSOM Delivery Routes	16
Figure 4.1:	Gazetted B-Double Routes	21
Figure 4.2:	Gazetted OSOM Routes	22
Figure 4.3:	Regional Coach and Bus Routes	24
Figure 4.4:	Current School Bus Routes	25
Figure 5.1:	Project Area Access Zones	30
Figure 5.2:	Moyne Shire Wind Farm Projects	33
Figure 6.1:	Project Area Roads - Mitigation Works (Eastern Quarries Option)	37
Figure 6.2:	Project Area Roads - Mitigation Works (Western Quarries Option)	37

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Table of Tables

Table 4-1:	Project Area Arterial Road Summary [Refer to Figure 4.1]	17
Table 4-2:	Wind Farm Project Area Local Road Summary [Refer to Figure 4.1]	18
Table 4-3:	Wind Farm Project Area Local Road Classification and Status	20

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Table 4-4: Material Haulage Route Road Segments – Additional Quarries	23
Table 5-1: External Daily Vehicle Movements - WWF (On-Site Materials Sourcing)	28
Table 5-2: External Daily Vehicle Movements - WWF (No On-Site Materials Sourcing)	29
Table 5-3: Peak External Daily Vehicle Movements (No On-site Materials Sourcing)	31
Table 5-4: Peak External Daily Vehicle Movements (On-site Materials Sourcing)	32
Table 5-5: Project Area Peak Road Daily Movements (No On-site Materials Sourcing)	32
Table 5-6: Project Area Peak Road Daily Movements (On-site Materials Sourcing)	32
Table 5-7 Moyne LGA Wind Farm Project Statuses – June 2026	34
Table 6-1: Project Area Local Road Upgrades	38

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1. Executive Summary

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Ratio Consultants was engaged by Willatook Wind Farm Pty Ltd (the Proponent) to undertake a review of the traffic generation and access impacts associated with the development and operation of the proposed Willatook Wind Farm Project (the Project).

The Project has been subject to an Environmental Effects Statement (EES), with a Transport Impact Assessment prepared by Ratio forming part of the EES documentation and sought to assess the potential road transport impacts of the project during the construction, operation and decommissioning phases. Aaron Walley of Ratio Consultants also prepared an expert traffic witness statement and presented evidence during the EES Inquiry and Panel (IAP) in October and November 2022.

The IAP's assessment of the Project informed the Minister for Planning's Assessment of the EES in July 2023, with the Minister approving the Project subject to modifications. The Minister did not take issue with any traffic or transport items and formed the following view:

"It is my assessment that traffic and transport effects of both the on-site quarry and the off-site quarry scenarios will be acceptable if managed in accordance with the EMMs proposed in the EES and generally in accordance with the proposed planning permit conditions in Appendix G of the IAP's report.

I note that, should the recommendations outlined in my assessment result in a smaller project than proposed in the EES, the traffic and road impacts of an off-site quarry, if used, are likely to be lower than predicted in the EES."

In response to the Minister's Assessment, the Project has been revised with the following changes relevant to traffic and transport-related matters as follows:

- A reduction in the number of Wind Turbine Generator (WTG) sites from 59 to 52;
- Site access points have been limited to Woolsthorpe-Heywood Road and Tarrone North Road only;
- A reduction in wind turbine blade length from 93m to a total length up to 86.5m;
- As a result of the modified internal tracks to respond to the revised EES protected areas, travel between the western section (McKnights Road) and the rest of the wind farm now relies on Woolsthorpe-Heywood Road to connect both sections of the WWF.
- The overall track length has been further designed and refined, resulting in a reduced track length, changing the overall quantities and traffic generated during construction;
- Salt Creek Quarry and Ryan Corner Quarry have been added to the potential aggregate supply locations; and
- Option 3 OSOM haulage route has been removed, as it is no longer required.

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Project Changes

Reflecting the changes associated with the reduced project scope for the Project, a summarised assessment has been undertaken to accompany the previous TIA prepared for the EES process. This report has focused on:

- The reduced WTG sites and construction requirements;
- The revised Project access movements between the various portions of the development;
- A reflection of current construction methodologies for Wind Farm projects, in line with projects in Moyne Shire;
- The inclusion of quarries to the west of the project and the requirements to support haulage to the project under the existing mechanisms agreed to with the Responsible Authorities.

Accordingly, the following sections of the previous TIA (14558TREP01F02) has been amended:

REP01 Section	Scope (Prior)	REP03 Section	Scope (Current)
3.2 – Project Description	59 WTGs		52 WTGs
	5 tower sections		7 tower sections
	0 construction laydown areas	3.2 – Project Description	10 construction laydown areas
	3 met masts		4 met masts
	1 batching plant		3 batching plants
3.3 – Project Area Access	Woolsthorpe-Heywood Road	3.3 – Project Site Access	Woolsthorpe-Heywood Road
	Tarrone North Road		Tarrone North Road
	Riordans Road		
	McGraths Road		
3.4 – Project Transport Elements	4 potential quarry locations	3.4 – Project Transport Elements	6 potential quarry locations
7.2 – External Construction Materials Haulage Roads	4 potential quarry locations	Table 4.4 – Material Haulage Routes – Additional Quarries	6 potential quarry locations Additional route from Salt Creek and Ryan Corner Quarry
7.3 – WTG Components / OSOM Haulage Routes	Three routes via Portland	Figure 4.2 – Gazetted OSOM routes	Two Routes via Portland
9.1 – Project Traffic Model	7.5T of Reinforcement per HV	Section 5.2 – Construction	23T of Reinforcement per HV

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Baseline assumptions	Access Track Total = 60km Access Track Design: 6.0m x 0.3m WTG hardstands = 60m x 40m x 0.4m Crane hardstands = 140m x 20m x 0.4m 0 staging areas 3 Compound hardstands 250m x 250m x 0.4m Substation hardstand 400m x 200m x 0.4m WTG reinforcing 50T WTG concrete 740m³	Materials Assumptions	Access Track Total = 47km Access Track Design 6.0m x 0.6m WTG and Crane hardstands = 230m x 80m x 0.5m 10 Staging Areas hardstands 300m x 150m x 0.6m 3 Compound hardstands 200m x 200m x 0.5m Substation hardstand 413m x 67m x 0.5m WTG reinforcing 80T WTG concrete 660m³ Refinement of Additional delivery: - Dust suppression 650kL/ Month - Waste Disposal 2 per week - Site supplies 5 per week - Quantified site offices/plant delivery and removal.
Table 9.1 and 9.2 – Daily Traffic	Maximum movements 406 – 466 total movements	Table 5.1 and 5.2 – Daily Traffic	Maximum movements 698 – 824 total movements
9.2 – Impact Assessment	Figure 9.2 – Project Area Roads - Mitigation works	Section 6.1 – Project Area Local Roads	Figures 6.1 and 6.2 for Eastern and Western Quarry routes
10 – Cumulative Impacts	Overlap of Woolsthorpe WF and My Fyans WF construction periods	Section 5.4 – Cumulative Traffic	Woolsthorpe WF and Mortlake BESS are already under construction and Mt Fyans WF permit approved Sept 2025, resulting in reduced

This report seeks to identify and assess the potential road transport impacts of the revised Project during the construction phase.

No new traffic or transport constraints have been identified as part of the identified project changes that would preclude development of the Project.

Impact Assessment

From the updated traffic impact assessment, key findings are:

- At the time of peak construction activity, external Project traffic could reach up to 824 vehicle movements per day on Woolsthorpe – Heywood Road (where off-site materials sourcing is assumed). This level of traffic is greater than the previous assessment, but can be catered for on surrounding roads except for where this traffic relies on sections of Woolsthorpe – Heywood Road that remain as a sealed single lane road.
- The estimate of peak Project traffic volumes now reflects updated information regarding access track depths, foundation quantities, hardstand areas and WTG footings advice that has also been benchmarked against recently constructed projects nearby.
- The removal of internal track connections between different areas of the Project and increased reliance on Woolsthorpe-Heywood Road have also altered Project traffic patterns within the boundaries of the Project area.
- The increased reliance on Woolsthorpe-Heywood Road and Tarrone North Road reflects the Project's response to environmental constraints identified through the EES and Minister's Assessment, which has prioritised avoidance of sensitive areas at the expense of internal road connections within the project boundary.
- Subject to the confirmation of external quarries that will be relied upon for material supply, two or more of the following segments of Woolsthorpe-Heywood Road would require widening to a two-lane sealed road:
 - The 2.4-kilometre single lane section of road between Poyntons Road and No 2169 Woolsthorpe – Heywood Road;
 - The 2.8-kilometre single lane section of road between Kangaroo Creek and Shaw River;
 - The 3.2-kilometre single lane section of road between Hamilton-Port Fairy Rd and 3261 Woolsthorpe-Heywood Rd.
- Local traffic impacts within the Project area during all Project phases can be suitably and safely managed.

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2. Introduction

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2.1. Report Purpose

Ratio Consultants has been engaged by Willatook Wind Farm Pty Ltd to review the traffic and access impact associated with the development and operation of the proposed Willatook Wind Farm Project.

This report seeks to respond to the latest development plan for the Project, which has been revised following the Victorian Government's development of new biodiversity policy specifically relating to onshore wind energy in 2025. The Project has responded to the new policy, refining the wind farm layout and reducing the overall project scale to align with the Minister's recommendations.

The Willatook Wind Farm Project includes up to 52 Wind Turbine Generator (WTG) sites and associated infrastructure. WTGs are assumed to have a maximum height of 254 metres (ground to blade tip) and a maximum blade length of 86.5 metres.

Port of Portland is the preferred port of entry for all WTG and other major imported componentry. Other materials for the Project construction will be sourced locally or from within the Project area, as far as is practicable.

This assessment addresses the core changes relating to traffic and transport impacts during the construction phase. Additional information can be found as part of Appendix A.

2.2. Minister's Assessment

Following the Inquiry and Panel (IAP) hearing and report issued to the Minister of Planning on 16 the Minister's Assessment was completed in July 2023 for the Willatook Wind Farm.

The assessment raised additional requirements relating to Brolga and Southern Bent-wing Bat for wetland and habitat areas. The recommendations raised under this report were considered in line with the IAP findings, and it was determined that the Project can proceed subject to the modifications recommended being implemented.

Specific to traffic and transport-related matters, the Minister acknowledged:

"It is my assessment that traffic and transport effects of both the on-site quarry and the off-site quarry scenarios will be acceptable if managed in accordance with the EM Ms proposed in the EES and generally in accordance with the proposed planning permit conditions in Appendix G of the IAP's report.

I note that, should the recommendations outlined in my assessment result in a smaller project than proposed in the EES, the traffic and road impacts of an off-site quarry, if used, are likely to be lower than predicted in the EES."

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3. Willatook Project

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3.1. Location

The Willatook Wind Farm site is located approximately 22 kilometres to the north of Port Fairy and 32 kilometres to the northwest of Warrnambool and is situated to the south of the Woolsthorpe-Heywood Road between the Hamilton-Port Fairy Road to the west and the Penhurst-Warrnambool Road to the east.

The site extends across approximately 3,651 hectares of public and private land. The main land use is agricultural, currently used for livestock grazing.

3.2. Project Description

The Project will consist of a wind energy facility comprising:

- Up to 52 wind turbine generator (WTG) sites;
- Up to four (4) wind mast sites;
- An on-site substation and co-located battery energy storage system (BESS) and operations area;
- Up to 98 km of underground 33 kV electricity cabling; and
- Up to 47 km of access tracks and associated access gates (4 total) from the existing road network.

The Project also includes a new overhead transmission line, of approximately 300 metres, from the substation to Tarrone Terminal Station

The Project will have an expected minimum operating life of 25 years following a period of pre-development (1 year) and construction activity (2 years). Pre-development would include detailed design and early works, where permitted.

WTGs will reach a maximum height to the tip of the rotor not exceeding 254 metres. The turbines will comprise a maximum rotor diameter of up to 175 metres and a minimum tip height of 60 metres. The blade has a length of up to 86.5 metres, and the tower has a maximum tower base width of approximately 6 metres.

The site will include an operations and maintenance facility, which would be located adjacent to the on-site substation and provide office, storage, and maintenance facilities with an area of 70 metres by 220 metres.

Electricity produced by the project would be fed through underground cables to the on-site substation, from where it will be exported to the NEW via the Tarrone Terminal Station and the existing Moorabool to Heywood 500 kV transmission line.

In addition to the above, there will be other temporary infrastructure associated with the construction of the Wind Farm, including:

- A temporary construction compound located within the project site and includes:

- Office facilities;
 - Amenities; and
 - Staff car parking.
- Three (3) concrete batching plants; and
- Four (4) laydown hardstand areas for storage of WTG components and other equipment.

The Project is estimated to require approximately 300,000 cubic metres of quarried aggregate for roads, hardstands, and foundations. This would either be sourced from a temporary on-site quarry or from existing commercial quarries, with the closest being Tarrone Quarry located approximately 3 kilometres to the southeast of the project site.

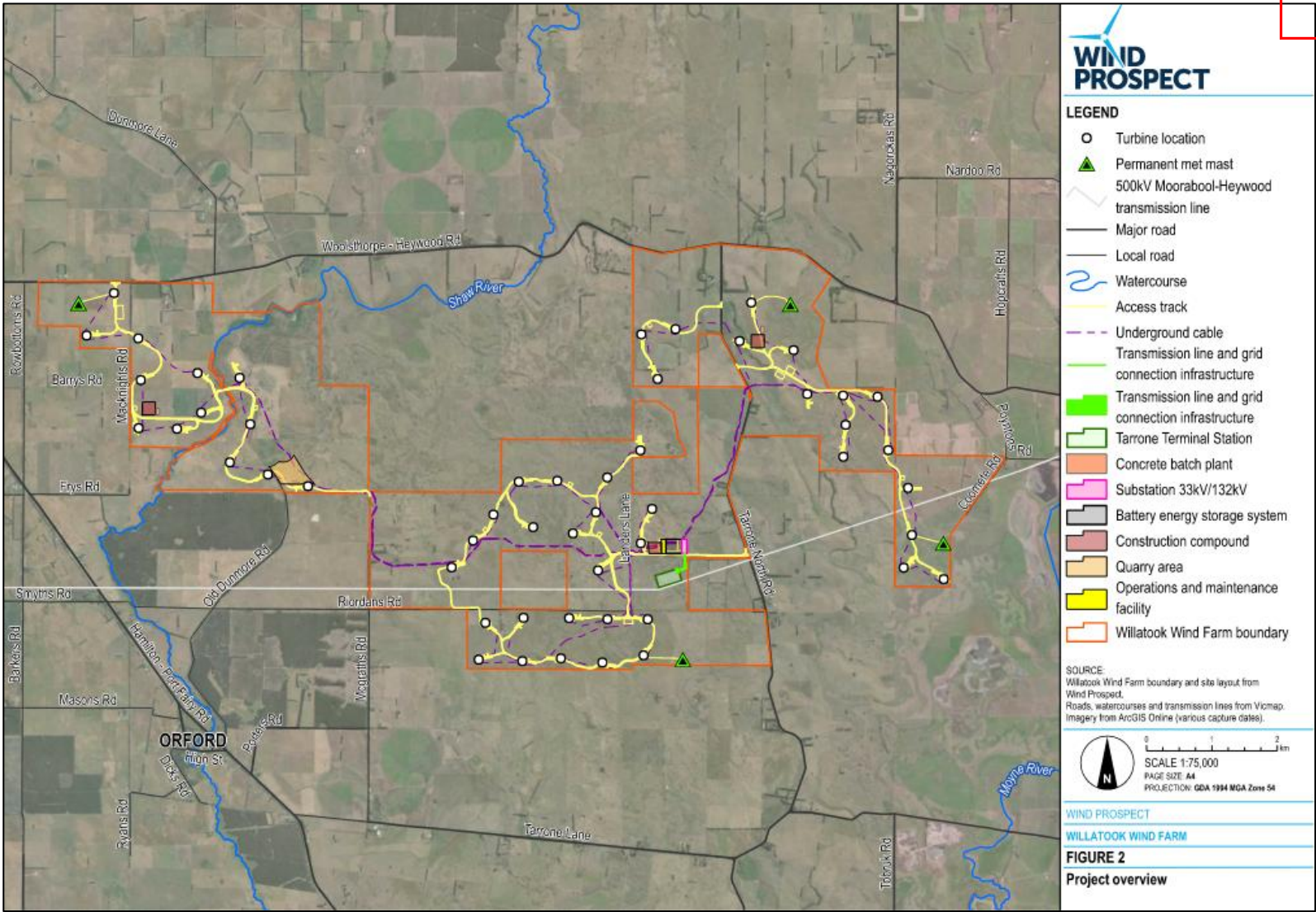
The Project is investigating establishing a temporary on-site quarry for the purposes of providing aggregate materials for access tracks and staging areas, and to minimise traffic movements on local roads during construction.

The proposed Project layout is shown in Figure 3.1.

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Figure 3.1: Wind Farm Layout



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3.3. Project Site Access

Project infrastructure will be accessed via a network of approximately 47 kilometres of internal access tracks.

Access tracks would have a final width of 6 metres, and a minimum 30 metre turning radius. The construction footprint of accessways would be up to 20 metres wide.

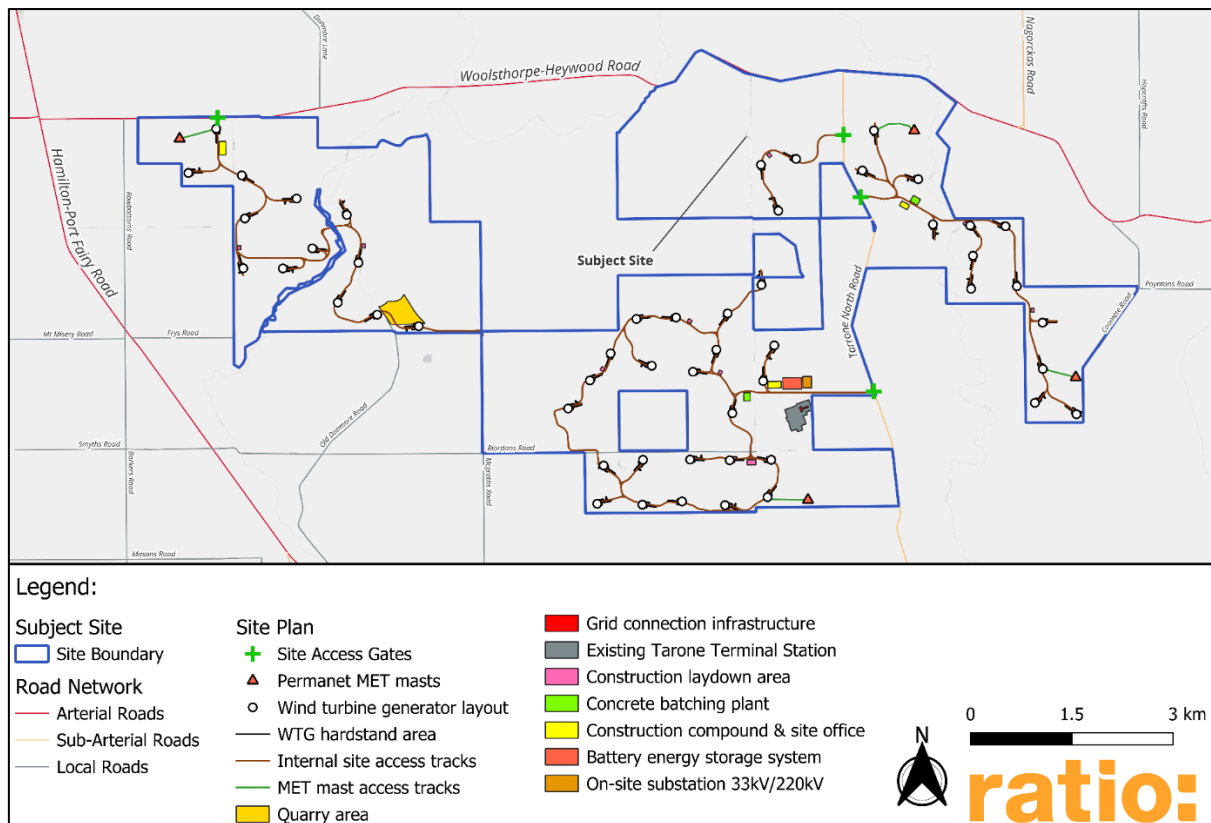
The Project will also rely on some sections of public roads within and around the Project area to move between the various areas of the Project. This will be limited to Tarrone North Road and Woolsthorpe-Heywood Road.

Site access gates are proposed in four (4) locations from the road network across one arterial and one local MSC road, being:

- One location on Woolsthorpe – Heywood Road; and
- Three locations from Tarrone North Road.

Gate locations and internal access tracks in context with the existing road network are shown in Figure 3.2.

Figure 3.2: Wind Farm Area - Access and Road Network



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3.4. Project Transport Elements

Project Area External Works

Within the Project Area, external work packages will need to be undertaken on selected delivery routes, prior to the undertaking of major haulage during the construction of the wind farm.

The Proponent expects works associated with facilitating major haulage to the site will occur as follows:

- Road upgrades associated with the identified access points to the site;
- Widening of single-width local roads relied upon in and around the Project area;
- Maintenance of local roads in and around the Project area relied on by Project traffic for the duration of construction activity;
- Temporary works on OSOM access routes to the site;
- Works to be undertaken prior to Phase 1 of the Construction Programme (i.e. before major haulage); and
- A TMP will be prepared to outline the requirements of works occurring within the external road network.

Early works packages will be subject to separate approvals with the Responsible Authority, in line with standard Works Within Road Reserve application processes.

Short-term impacts associated with external works delivery, will be captured within the TMP, typical of temporary traffic management applications for works within a road reserve.

The identified material haulage routes are shown in Figure 3.3 and component haulage routes are shown in Figure 3.4.

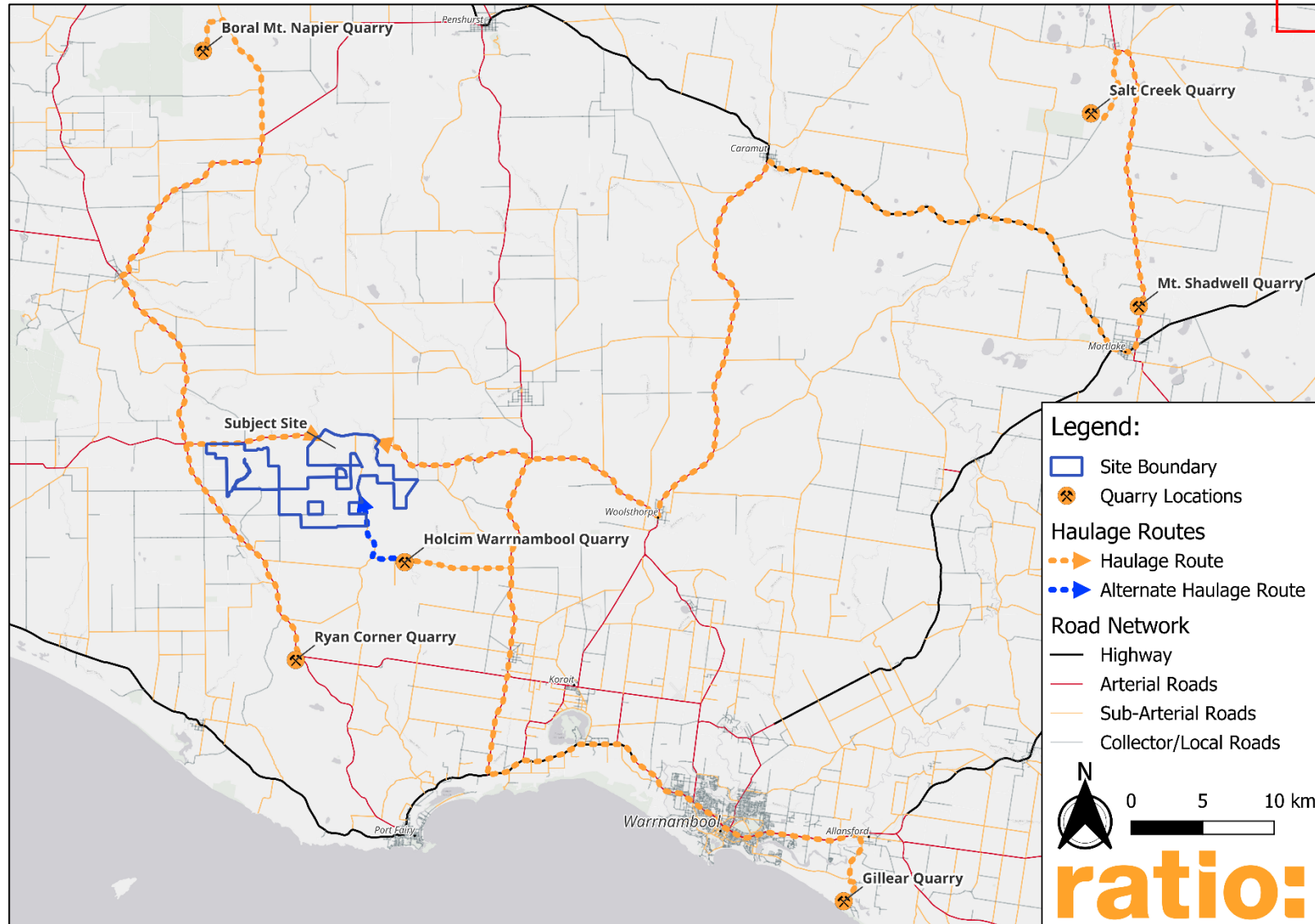
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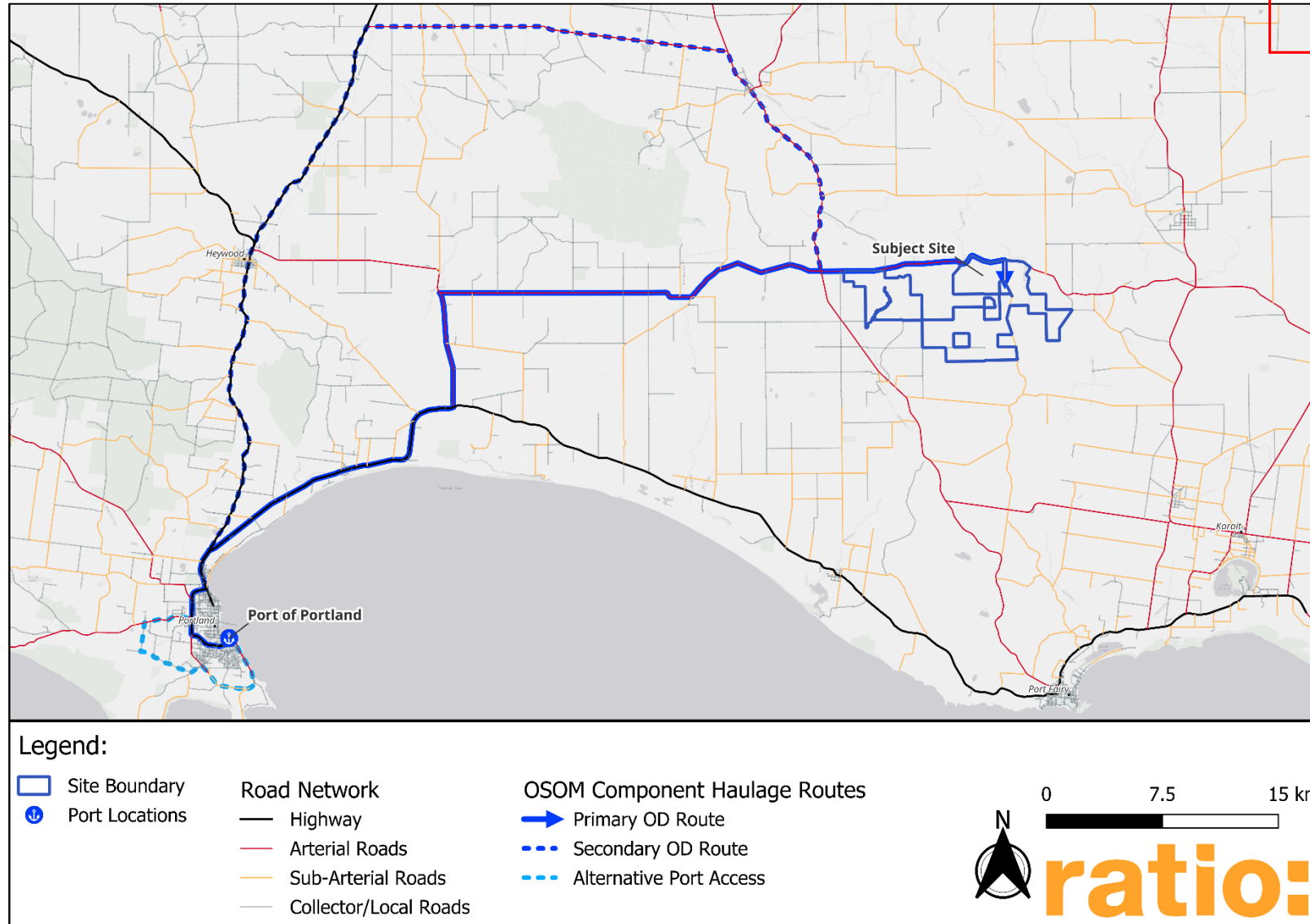
Figure 3.3: Preferred Material Haulage Routes



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Figure 3.4: OD/OSOM Delivery Routes



4. Existing Conditions

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4.1. Project Area Roads

With reference to Figure 3.2, Public roads within and surrounding the Project area are described below.

Pictures of key arterial and local roads are included in Appendix A.

Arterial Roads

Woolsthorpe – Heywood Road, (C176) extends along the northern boundary of the Project area. Woolsthorpe – Heywood Road provides an east-west arterial route, linking Woolsthorpe to Heywood.

The cross-section and construction standard of the road varies along its length and adjacent the Wind Farm site, with older sections typically constructed as a central single 4.0 metres seal with gravelled shoulders and with newer, reconstructed sections provided with a 7.0 metre two-lane sealed carriageway. Shoulder condition varies and can deteriorate during periods or poor weather.

Widened two-lane sections of the road have progressively been delivered in response to road geometry (horizontal and vertical) and where pavement failures have necessitated reconstruction.

Woolsthorpe – Heywood Road has posted speed limit of 100 km/h, with some sections in proximity of the site reduced to 60km/h.

Woolsthorpe – Heywood Road forms part of the DTP gazetted B-double road network and gazetted OSOM road network.

From traffic volume information sourced from DTP, Woolsthorpe – Heywood Road currently carries in the order of 290 vehicles per day (AADT) with 40 heavy vehicles per day.

Table 4-1: Project Area Arterial Road Summary [Refer to Figure 4.1]

Road	Section	Classification	Current Traffic Volumes (AADT)
Woolsthorpe – Heywood Road	Penshurst-Warrnambool Road to Hamilton-Port Fairy Road [26.0 km]	Arterial C	Sealed – Varied Two Lane/4m central seal 290 vpd

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Local Roads

Tarrone North Road extends between Woolsthorpe-Heywood Road in the north and Tarrone Lane in the south.

Between Woolsthorpe-Heywood Road and the Tarrone Substation, Tarrone North Road is classified as a rural Access 1 road according to the Moyne Shire Road Register and typically has a 7.0 metre two-lane sealed carriageway with grassed verges.

South of the Tarrone Substation, Tarrone North Road is still classified as a rural Access 1 road, however, typically has a narrower 4.0 metre sealed carriageway with gravelled shoulders.

The construction standard of the road is good noting that the northern section of the road was reconstructed to facilitate the Tarrone Substation, with more recent pavement works undertaken along the southern single width section under the Federal Government Roads to Recovery Program.

The intersection of Tarrone North Road with Woolsthorpe-Heywood Road forms a T-intersection with priority to Woolsthorpe-Heywood Road by way of give-way statutory controls to Tarrone North Road. The intersection of Tarrone Lane with Tarrone North Road is a Y-intersection, with priority to Tarrone Lane.

Tarrone North Road has a default rural speed limit of 100 km/h.

From traffic volume information sourced from Moyne Shire Council, Tarrone North Road currently carries in the order of 54 vehicles per day (AADT) near the subject site.

Table 4-2: Wind Farm Project Area Local Road Summary [Refer to Figure 4.1]

Road	Section	Classification	Current Traffic Volumes (AADT)
Tarrone North Road	Woolsthorpe-Heywood Road to Tarrone Substation Access	Access 1	Sealed – Two Lane 54 vpd

4.2. Heavy Vehicle Networks

Gazetted B-double and OSOM approved vehicle routes are presented in Figure 4.1 and Figure 4.2 below, with preferred haulage routes for Project construction material and OSOM haulage overlaid.

All routes identified for materials haulage during Project construction are gazetted B-double routes with the exception of the parts along Tarrone North Road between Woolsthorpe – Heywood Road and Tarrone Lane.

Where gazetted, these routes are suitable for vehicles likely to be transporting materials to the Project area. From inspection, the geometry of Tarrone North Road to be relied on by the Project during construction is appropriate for likely materials haulage.

Roads that form part of the identified materials haulage routes are summarised in Table 4-4.

Identified haulage routes for major plant/equipment and WTG components are all gazetted OSOM routes with the exception of MSC management roads within the Project area.

We note that these routes are only pre-approved for vehicles up to 5.0 m high, 5.0 m wide and 30 m in length, such that most project-related vehicles will require additional approval through NHVR and the relevant road authority.

4.3. Public Transport

Revised regional bus, coach and school bus routes have been included in Figure 4.3 and Figure 4.4. Routes are limited to rounds on the boundaries of the Project area only, with regional bus or coach routes currently extending through the Project area.

Bus and coach routes are predominantly limited to higher-order arterial roads. The Warrnambool – Melbourne via Ararat & Hamilton service runs along Hamilton – Port Fairy Road, servicing Macarthur and Byaduk in the vicinity of the Project site. These routes, relative to the site, are shown in Figure 4.3.

Current school bus routes extend along Woolsthorpe-Heywood Road, Tarrone North Road and other immediate road connections within the Project area and extend along sections of all arterial route options that are identified for construction materials haulage and WTG / OSOM haulage. School Bus routes are subject to change and are generally shown in Figure 4.4, at the time of preparing this report.

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Table 4-3: Wind Farm Project Area Local Road Classification and Status

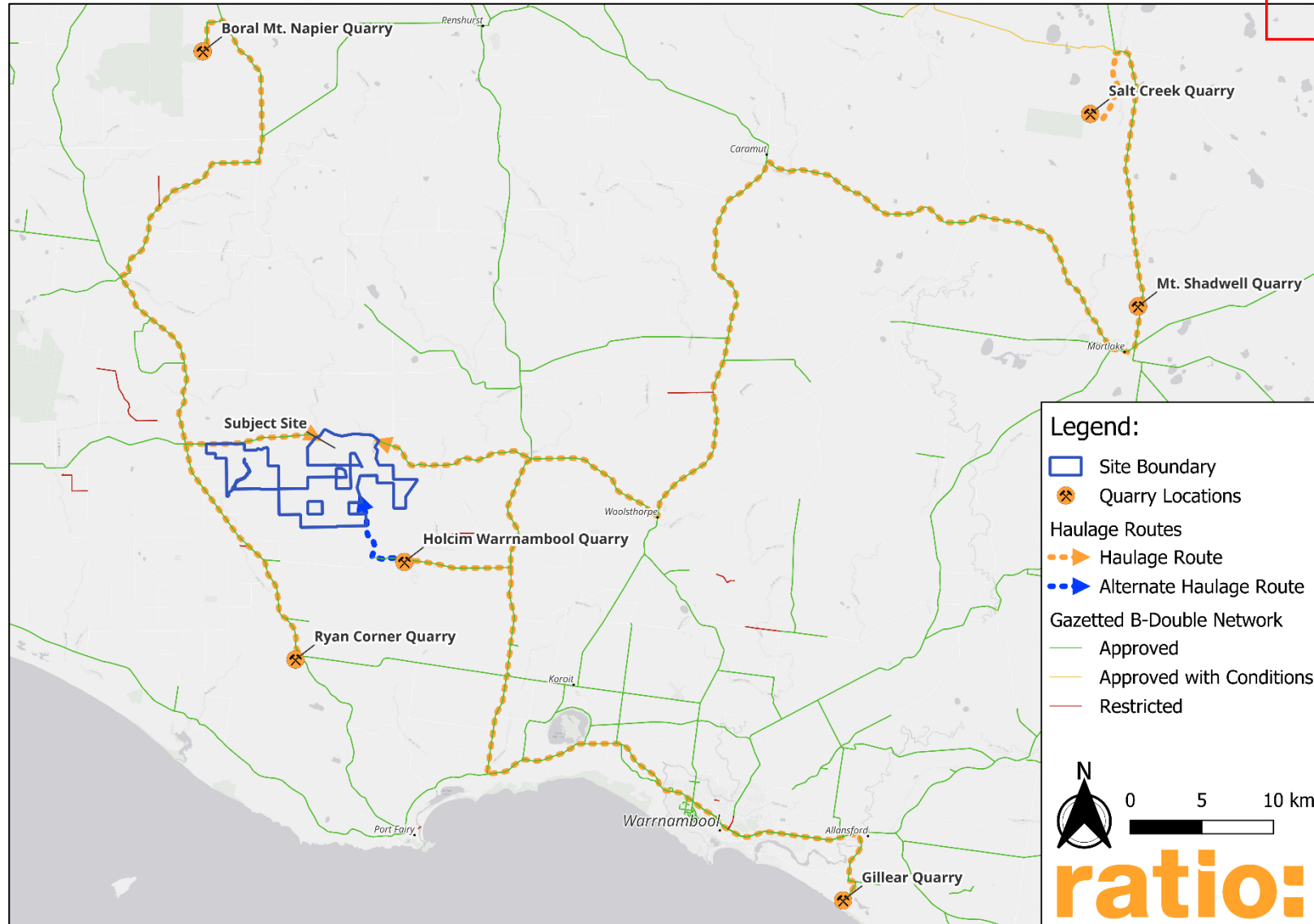
Road	Section		Classification	Indicative Maximum Volumes VPD	Current Traffic Volumes
Woolsthorpe- Heywood Road	Hamilton – Port Fairy Road to No 3261. Woolsthorpe-Heywood Road [3.2 km]	Arterial	Sealed – Single lane	1600	290
	No 3261. Woolsthorpe -Heywood Road to No 2923. Woolsthorpe-Heywood Road	Arterial	Sealed – Two lane	3200	290
	No 2923. Woolsthorpe -Heywood Road to Shaw River bridge (approx.) [2.6 km]	Arterial	Sealed – Single lane	1600	290
	Shaw River bridge (approx.) to Tarrone No 2169. Woolsthorpe - Heywood Road	Arterial	Sealed – Two lane	3200	290
	East of No 2169. Woolsthorpe -Heywood Road to Poynton Road [2.4 km]	Arterial	Sealed – Single lane	1600	290
	Poynton Road to Penhurst – Warrnambool Road	Arterial	Sealed – Two lane	3200	290
Tarrone North Road	Woolsthorpe-Heywood Road to Tarrone Substation Access	Access 1	Sealed – Two lane	1000	54

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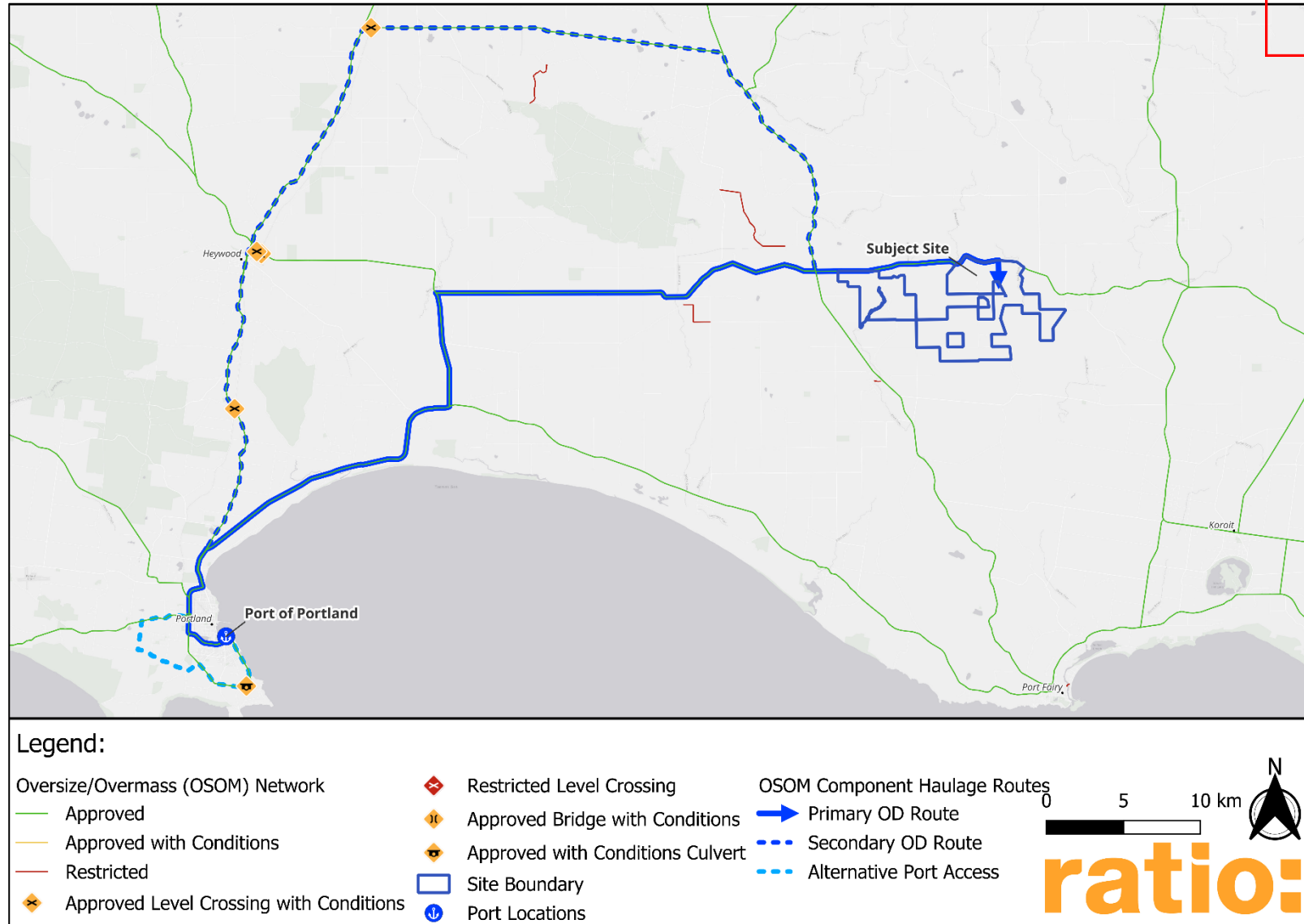
Figure 4.1: Gazetted B-Double Routes



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Figure 4.2: Gazetted OSOM Routes



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Table 4-4: Material Haulage Route Road Segments – Additional Quarries

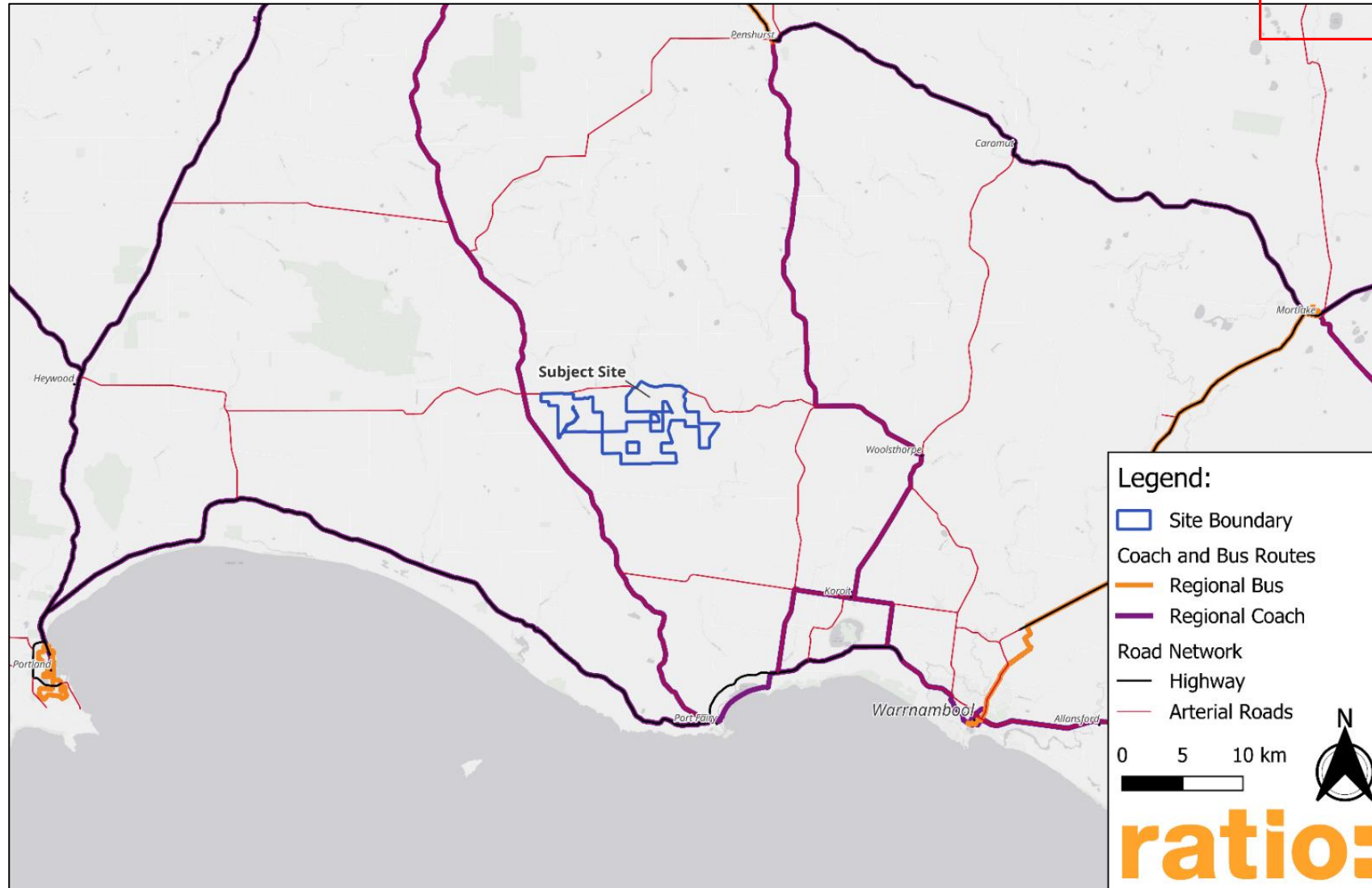
Material Source	Material Type	Road Authority	Road Name	Between	Length	
Salt Creek Quarry	Aggregate	Moyne Shire Council	Hexham-Woorndoo Road	Quarry to Hamilton Highway	5.0km	
			Mortlake – Ararat Road	Mt Shadwell Quarry and Hamilton Highway	21.8km	
		Department of Transport and Planning	Hamilton Highway	Mortlake and Caramut	32.9km	
			Warrnambool – Caramut Road	Caramut and Woolsthorpe	29km	
			Woolsthorpe – Heywood Road	Woolsthorpe and Site	24.2km	
			Total Length:			
		Ryan Corner Quarry	Aggregate	Department of Transport and Planning	Hamilton – Port Fairy Road	Ryan Corner Quarry and Woolsthorpe – Heywood Road
Woolsthorpe – Heywood Road	Hamilton – Port Fairy Road and Site				2.6km	
Total Length:				19.8km		

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Figure 4.3: Regional Coach and Bus Routes

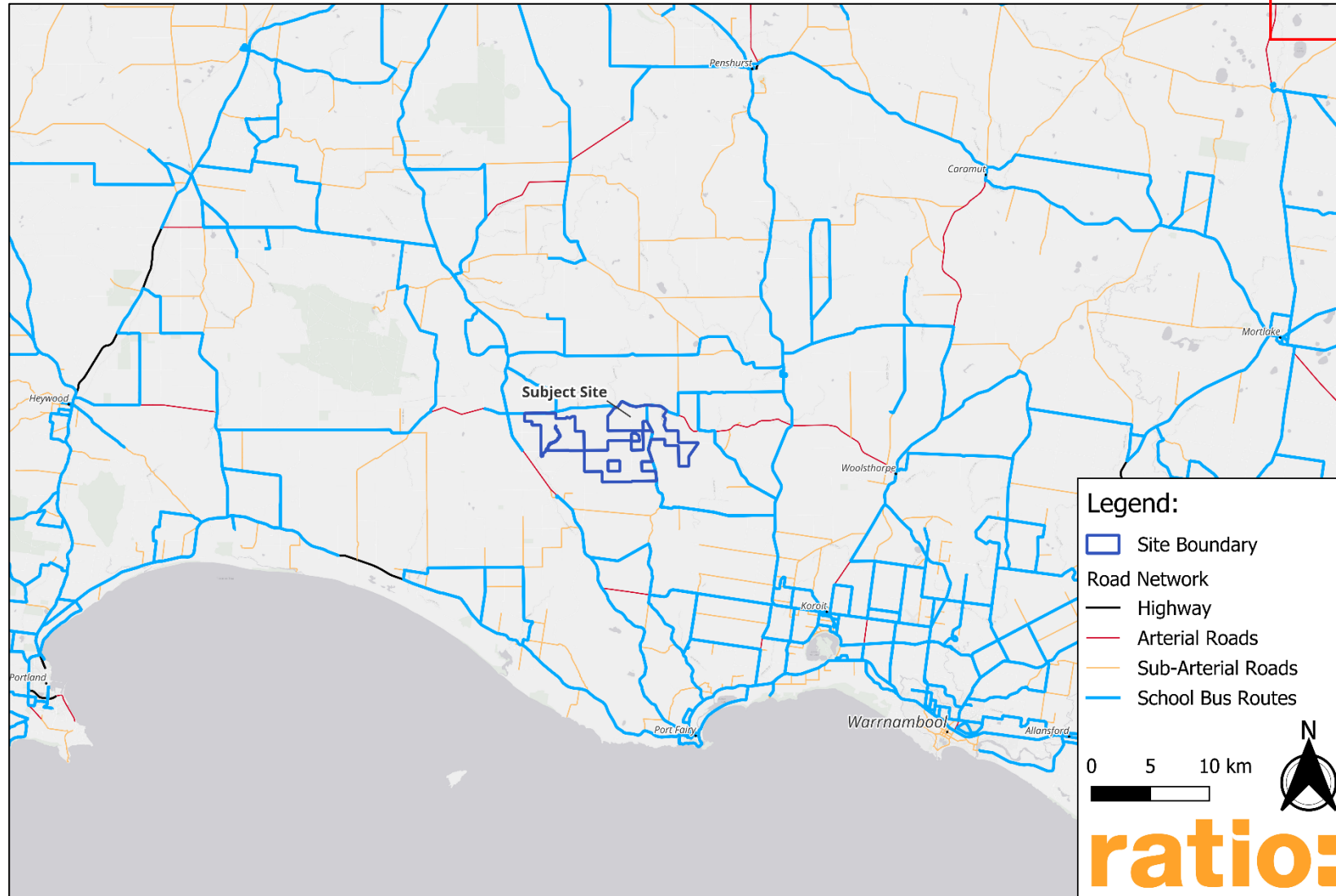


Source: Transport Victoria Open Data

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Figure 4.4: Current School Bus Routes



Source: DTP Supplied

5. Project Traffic Generation

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5.1. Wind Farm Construction

Assumptions that form the basis for Project traffic generated during construction have been benchmarked against other nearby recent wind farm projects and updated where warranted.

The following changes to traffic generation are outlined below, with all other parameters remaining consistent with the EES TIA.

5.2. Construction Materials Assumptions

Vehicle Capacity

The following assumptions have been made for the capacity of the Heavy Vehicle (HV) vehicles that will deliver the majority of bulk materials for construction:

- Water Tanker: 27.0 cubic metres per HV
- Aggregate (Rock/Sand/Cement): 13.0 cubic metres per HV
- Reinforcement: 23 tonnes per HV

Access Roads and Hardstand Areas

Subject to resolving the establishment on an on-site quarry, unsealed internal access roads, hardstand areas and the upgrade/upkeep of local external roads used for Project construction traffic will be constructed from material sourced on-site.

Prior to the establishment of the on-site quarry, or in the event that on-site materials sourcing is not possible, material for road and hardstand construction will be sourced externally from one or more of the quarries identified in Figure 3.3.

Access roads and hardstand area works will comprise of:

- Approximately 47 kilometres of internal access roads with typical pavement widths of 6.0 metres, and depth of 0.6 metres;
- 52 WTG site hardstands of 80 metres by 230 metres and with a pavement depth of 0.5 metres;
- 10 staging hardstand area of up to 300 metres by 15 metres, with a depth of 0.6 metres; and
- 3 temporary construction compounds of 200 metres by 200 metres, with a depth of 0.5 metres.

Where sourced from the on-site quarry (if provided) access road and hardstand material will be transported from the quarry location to the eastern portions of the project via the external road network. This is to align with the environmentally sensitive areas identified during the EES process. Woolsthorpe – Heywood Road and Tarrone North Road will be the primary roads to be used to transfer material between the various Project areas as required.

Where material is sourced externally, the material would be delivered directly to work sites in each relevant area of the Wind Farm.

WTG Footings

Concrete for WTG footings will be produced internally within the on-site concrete batching plant(s) from externally sourced aggregate, cement and reinforcement. Each WTG footing will require approximately 650 cubic metres of concrete and include 50 tonnes of reinforcing steel. It is assumed that cement required for concrete will be sourced from nearby townships, most likely Portland and/or Warrnambool.

Concrete aggregate will likely be sourced from one or more of the external quarries identified.

WTG Components

Each of the 52 WTGs will comprise the following components:

- 3 blades (up to 86.5 metres);
- A hub and nacelle;
- An internal or external transformer; and
- WTG steel tower sections.

Blade and hub/nacelle WTG components will be delivered by OD/OSOM vehicles. The steel sections will be delivered in two forms for the seven portions of the WTG tower. Each tower section will be delivered in a single load to the Project. Each steel tower section would be approximately between 11 and 35 metres in length.

Other Considerations

Other materials delivery required for the construction of the Wind Farm will include:

- Electrical cabling and other materials/equipment for the internal distribution network;
- The substation transformer;
- Battery energy storage components;
- Construction equipment and plant;
- Waste disposal;
- Site offices/sheds and amenities;
- Meteorological masts; and
- Plant fuel and other miscellaneous items.

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5.3. Construction Traffic Volumes

The establishment of an on-site quarry would cater for approximately 80 percent of road/hardstand construction material.

The TIA assessment acknowledges multiple sources where material is sourced externally and includes assessment scenarios for:

- all materials being sourced externally; and
- for hardstand/access track construction material being sourced on-site.

Material quantities assumptions as relevant to Project traffic generation have been revised to reflect recent project delivery experience for the Hawkesdale Wind Farm.

On this basis, and considering estimated project timeframes, expected external material requirements and typical vehicle types to be used across the project, estimated external daily vehicle movements with onsite material sourcing across the various stages of the Wind Farm delivery are summarised in Table 5-1.

Adopted staff movements conservatively assume that all staff will access the Wind Farm site by private vehicle with an average occupancy of 1.8 persons per vehicle. Staff movements to and from the Wind Farm site would be substantially reduced should communal transport be provided.

Table 5-1: External Daily Vehicle Movements - WWF (On-Site Materials Sourcing)

Phase	Staff		OD Vehicles		Heavy Vehicles		Total	
	Ave Vehicles / Day	Ave Trips / Day	Ave Vehicles / Day	Ave Trips / Day	Ave Vehicles / Day	Ave Trips / Day	Ave Vehicles / Day	Ave Trips / Day
Weeks 1-11	29	58	1	2	34	69	65	129
Weeks 12-47	48	96	1	2	182	364	231	462
Weeks 48-94	133	266	6	13	209	419	349	698
Weeks 95-98	133	266	5	11	39	77	177	354
Weeks 99-104	48	96	0	0	11	22	59	118

Should on-site materials sourcing not be possible, estimated external daily traffic volumes are presented in Table 5-2, with the key difference being an increase in up to 63 heavy vehicles per day during the peak construction period. This correlates to approximately 126 heavy vehicle movements per day.

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Table 5-2: External Daily Vehicle Movements - WWF (No On-Site Materials Sourcing)

Phase	Staff		OD Vehicles		Heavy Vehicles		Total	
	Ave Vehicles / Day	Ave Trips / Day	Ave Vehicles / Day	Ave Trips / Day	Ave Vehicles / Day	Ave Trips / Day	Ave Vehicles / Day	Ave Trips / Day
Weeks 1-11	29	58	1	2	34	69	65	129
Weeks 12-47	48	96	1	2	245	490	294	588
Weeks 48-94	133	266	6	13	272	545	412	824
Weeks 95-98	133	266	5	11	39	77	177	354
Weeks 99-104	48	96	0	0	11	22	59	118

From Table 5-2, sourcing of access tracks and hardstand construction material on-site will reduce the overall Project-generated traffic to the external road network outside of the Project boundaries, with 126 fewer movements per day expected during the peak construction period of weeks 48-94.

Construction Traffic Distribution

Project traffic distribution to the external road network will reflect:

- The location of the Project site gates to external roads;
- The number of WTG sites nominally accessed via each gate, noting that there is no longer interconnection between gates through the internal track network;
- The location of material sources relative to the Project area and the quantity of material sourced from any one location;
- The location and distribution of staff accommodation;
- Local roads within and around the Project area to be used for the movement of externally sourced construction materials from the arterial road network; and
- Local roads within and around the Project area to be used by Project traffic moving between different areas of the Project.

For the purposes of assigning traffic to the external road network, the Project area has been divided in four (4) access zones as shown in Figure 5.1 with the following principles/assumptions applied:

- The quantity of external materials and WTG components delivered to each zone broadly reflects the number of WTG sites within each zone;
- Material sourcing has been assumed to generally come from the east of the project, acknowledging that all bar one of the identified quarry sites are located east of the project;
- Quarried materials from the west are considered unlikely and therefore western traffic is limited to OSOM haulage and staff movements;

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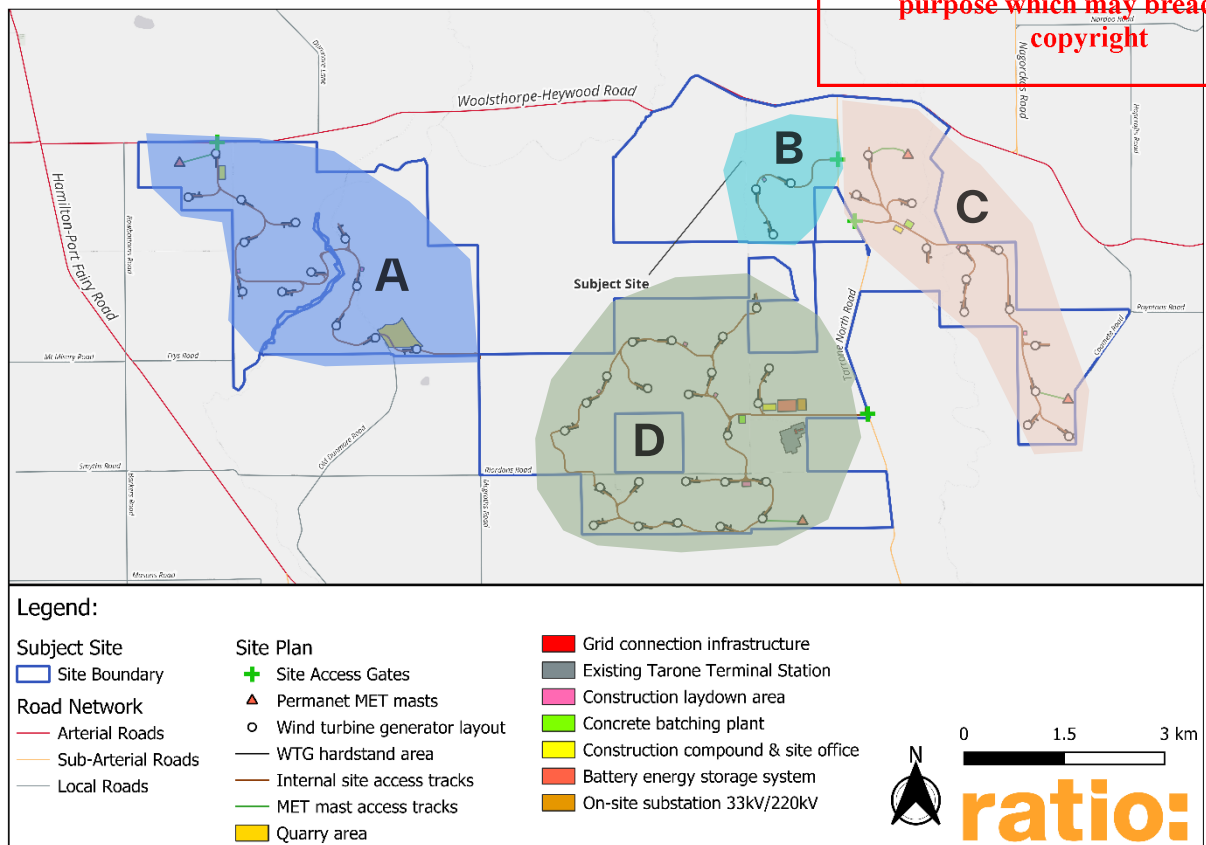
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- All WTG components are delivered through the Port of Portland via the preferred OSOM haulage route;
- All staff will access the Project area will initially move to the main site office and compound from Woolsthorpe-Heywood Road, with 30 per cent of staff approaching from the east via Penhurst-Warrnambool Road and the balance from the west via Hamilton-Port Fairy Road; and
- Allowance is made for additional general traffic movements on public roads within Project area to account for internal staff movements and other similar activities.

Specific to each zone:

- Zone A will rely on direct access to Woolsthorpe-Heywood Road; and
- Zones B, C & D will rely on direct access to Tarrone North Road.

Figure 5.1: Project Area Access Zones



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Project Construction Peak Road Network Volumes

Assessment of the Project traffic based on the distribution above has been undertaken for the peak construction phase (Weeks 48 through 94).

Project-generated traffic volumes to roads within the Project area for each materials sourcing scenario are presented in Table 5-3 and Table 5-4.

Resultant traffic volumes on these roads, and assessment against the theoretical volume threshold for associated categories, are presented in Table 5-5 and Table 5-6.

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From these tables:

- At the time of peak construction activity, external Project traffic will add a maximum of between 824 vehicle movements per day across the external road network, subject to the level of on-site materials sourcing;
- Highest increases in traffic volumes will be along Woolsthorpe-Heywood Road, with the Project generating in the order of 674-731 vehicle movements per day, subject to the level of on-site materials sourcing and location of external source. Total volumes remain within the target capacity for the existing road cross-section within the IDM and MSC road hierarchy; and
- Traffic volumes along Tarrone North Road will increase substantially, with the Project adding an additional 364-817 vehicle movements to subject to the level of on-site materials sourcing and gate location. As with Woolsthorpe-Heywood Road, total volumes remain within the target capacity for the existing road cross-section within the IDM and MSC road hierarchy.
- Where on-site material sourcing occurs, the central portion of Woolsthorpe-Heywood Road and the northern portion of Tarrone North Road will experience higher traffic volumes, as the external road network will be relied upon to cart material between Area A and Areas B through D, as shown in Figure 5.1.

Table 5-3: Peak External Daily Vehicle Movements (No On-site Materials Sourcing)

Road		Staff		OD Vehicles		Heavy Vehicles		Total	
		Ave VPD	Ave VMPD	Ave VPD	Ave VMPD	Ave VPD	Ave VMPD	Ave VPD	Ave VMPD
Woolsthorpe-Heywood Road	East of WWF	93	186	0	0	272	545	366	731
	Central to WWF	133	266	5	10	68	136	206	412
	West of WWF	40	80	6	13	0	0	46	93
Tarrone Road North	Northern sites	100	199	5	10	204	409	309	618
	Southern sites	59	118	3	6	120	241	182	364

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Table 5-4: Peak External Daily Vehicle Movements (On-site Materials Sourcing)

Road		Staff		OD Vehicles		Heavy Vehicles		Total	
		Ave VPD	Ave VMPD	Ave VPD	Ave VMPD	Ave VPD	Ave VMPD	Ave VPD	Ave VMPD
Woolsthorpe-Heywood Road	East of WWF	93	186	0	0	209	419	303	605
	Central to WWF	133	266	5	10	126	252	264	527
	West of WWF	40	80	6	13	0	0	46	93
Tarrone Road North	Northern sites	100	199	5	10	230	461	335	670
	Southern sites	59	118	3	6	136	272	198	395

Table 5-5: Project Area Peak Road Daily Movements (No On-site Materials Sourcing)

Road	Project Traffic	Existing Volumes	Total Volumes	Capacity	Existing Within Daily Capacity	Total within Daily Capacity
	Ave. Vehicle Movements / Day				Y/N	Y/N
Woolsthorpe-Heywood Road	411	290	701	1600	Y	Y
Tarrone North Road	308	54	362	1000	Y	Y

Table 5-6: Project Area Peak Road Daily Movements (On-site Materials Sourcing)

Road	Project Traffic	Existing Volumes	Total Volumes	Capacity	Existing Within Daily Capacity	Total within Daily Capacity
	Ave. Vehicle Movements / Day				Y / N	Y / N
Woolsthorpe-Heywood Road	348	290	638	1600	Y	Y
Tarrone North Road	261	54	315	1000	Y	Y

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5.4. Cumulative Traffic

The Willatook Wind Farm Project is in proximity to a number of approved and proposed wind farm projects that, subject to timing of development, may also contribute traffic to roads relied on by the Willatook Wind Farm. These include:

— Proposed:

- Mt Fyans (approval stage)¹
- Hexham
- Darlington

— Approved

Swanson Lane

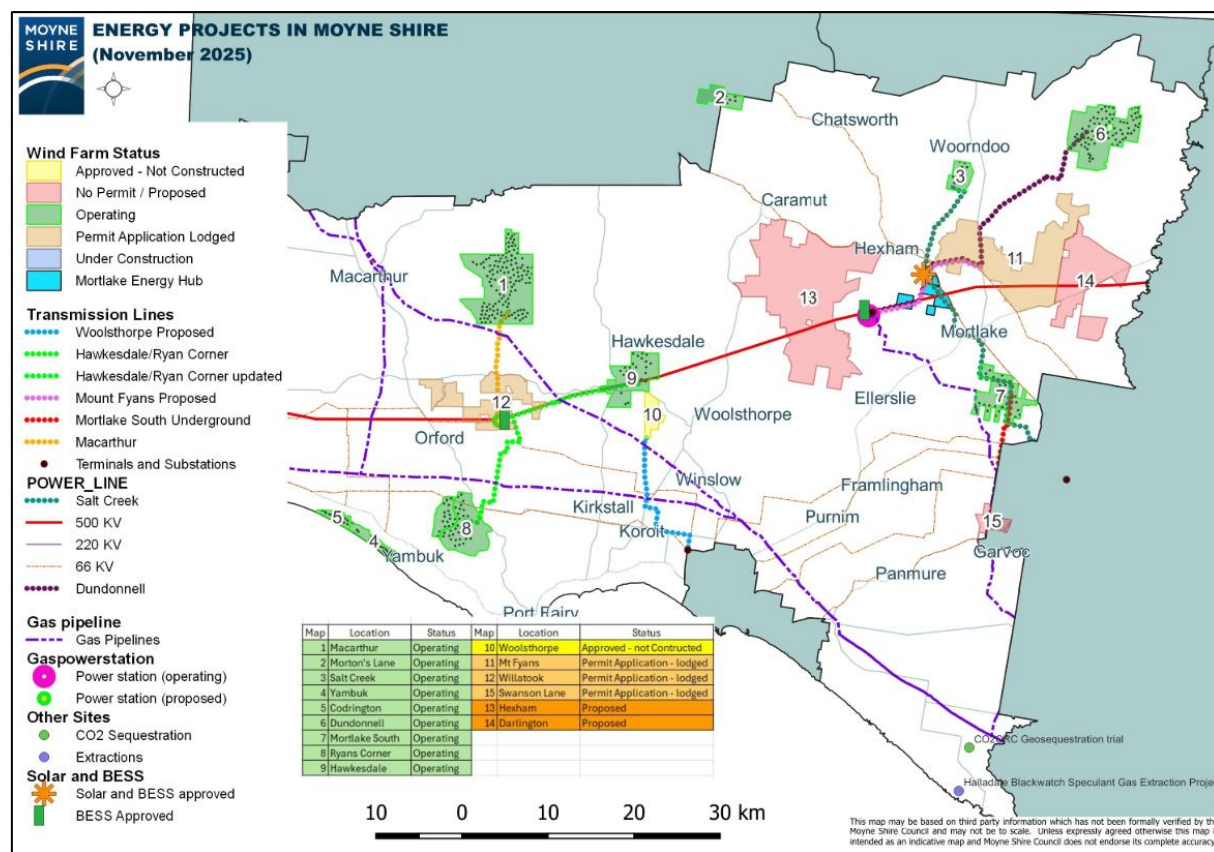
— Pre-Construction:

- Woolsthorpe

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Figure 5.2 shows the location of the above projects that are within the Moyne Shire area in relation to the Willatook Wind Farm (marked as Number 12).

Figure 5.2: Moyne Shire Wind Farm Projects



Source: moyne.vic.gov.au/Our-services/Energy-projects/

¹ Mt Fyans Wind Farm approved permit was announced by the Victoria Government on 30 August 2025.

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As of November 2025, the status of projects is as follows:

Table 5-7 Moyne LGA Wind Farm Project Statuses – June 2026

No.	Location	Status	No.	Location	Status
1	Macarthur	Operating	9	Hawkesdale	Operating
2	Morton's Lane	Operating	10	Woolsthorpe	Approved – Not Constructed
3	Salt Creek	Operating	11	Mt Fyans	Approved – Not Constructed
4	Yambuk	Operating	12	Willatook (this site)	Permit Application – Lodged
5	Codrington	Operating	13	Hexham	Proposed
6	Dundonnell	Operating	14	Darlington	Proposed
7	Mortlake South	Operating	15	Swanson Lane	Approved – Not Constructed
8	Ryans Corner	Operating			

Cumulative impacts are relevant to the overlap of construction periods, and specifically where concurrent projects would rely on equivalent or overlapping material haulage and OSOM routes during the construction period.

At the time of preparing this report, it is understood that the Woolsthorpe Windfarm Project and the Mortlake Energy Hub have been approved and started construction in 2025.

In addition, the Mt Fyans Wind Farm was approved in late August 2025 with the Swanson Lane Wind Farm approved in December 2025. As such these projects are more advanced than Willatook.

On the basis that timeframes for pre-construction and construction of both projects would be similar to Willatook, we would expect significant materials haulage associated with construction for Mortlake Energy Hub, Woolsthorpe and Mt Fyans projects to have been completed prior to the commencement of any substantive construction works for the Willatook project.

Vehicle access routes for the Swanson Lane Wind Farm are generally from the south of that Wind Farm site² and away from traffic routes likely relied on for the Willatook project, such that there is minimal potential for the overlap of construction traffic.

Nonetheless, should one or more of these projects overlap with the Willatook project:

- Some potential crossover of light vehicle traffic (staff) may occur across the arterial road network; and
- Subject to materials source locations there may be some overlap of heavy vehicle traffic. The extent of this would be subject to:

² Planning Assessment Officer Report, PA2503551 and PA2503552 Swansons Lane Wind Farm, 22 December 2025

- The overlap of key construction phases, acknowledging that materials haulage traffic volumes vary across the construction period of each project; and
- The quantum of construction material sourced on site across each project.

Insufficient information is available to determine the above at this time. However, we note that monitoring of roads (local and arterial) used by Willatook project during Project construction will capture any change in road condition from all traffic, including and generated Mt Fyans and Woolsthorpe projects.

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6. Impact Assessment

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6.1. Project Area Local Roads

As outlined in Section 5, the Project will generate substantial traffic volumes across local roads within and around the Project area during construction. While the proposed volumes in both the on-site and off-site material sourcing scenarios will remain within the maximum theoretical capacities of the road network (as shown in Table 5.4 and Table 5.5), the construction standards of some roads are unlikely to support the theoretical capacities of the Project.

Against predicted volume and classifications, local roads that will require upgrade, subject to material sourcing, include:

— Sections of Woolsthorpe-Heywood Road located between:

- Kangaroo Creek and Shaw River (2.9km of single-lane road); and
- Poyntons Road and No 2169 Woolsthorpe-Heywood Road (2.4km of single-lane road); and
- Hamilton-Port Fairy Road and 3261 Woolsthorpe-Heywood Road (3.2km of single-lane road);

Project heavy vehicle traffic reliant on Woolsthorpe – Heywood Road will be subject to the source site for external material. OSOM and WTG component haulage vehicles will be limited to Woolsthorpe – Heywood Road west of Tarrone Road North only, as port delivery will be via Port of Portland. This is limited to a maximum of 6 OSOM / WTG component haulage vehicles per day and some potential materials haulage, should product be sourced from the Mt Napier Quarry or Ryan Corner quarry to the west of the Project area. Materials haulage traffic, if this eventuates, would rely on the section of road west of Tarrone North Road only.

Willatook Windfarm Pty Ltd will maintain shoulders along those sections of Woolsthorpe – Heywood Road used by OSOM vehicles and where shoulders are relied on by passing vehicles for the duration of this haulage activity. This includes the section that may be used by materials haulage traffic. This is an appropriate response.

The cross-section and standard of Tarrone North Road is suitable for Project generated traffic during all Project phases.

All local roads within the Project area would be maintained by Willatook Windfarm Pty Ltd during construction and decommissioning phases through agreement with Moyne Shire Council (MSC).

The above mitigation works are illustrated in Figure 6.1 and summarised in Table 6-1.

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Figure 6.1: Project Area Roads - Mitigation Works (Eastern Quarries Option)

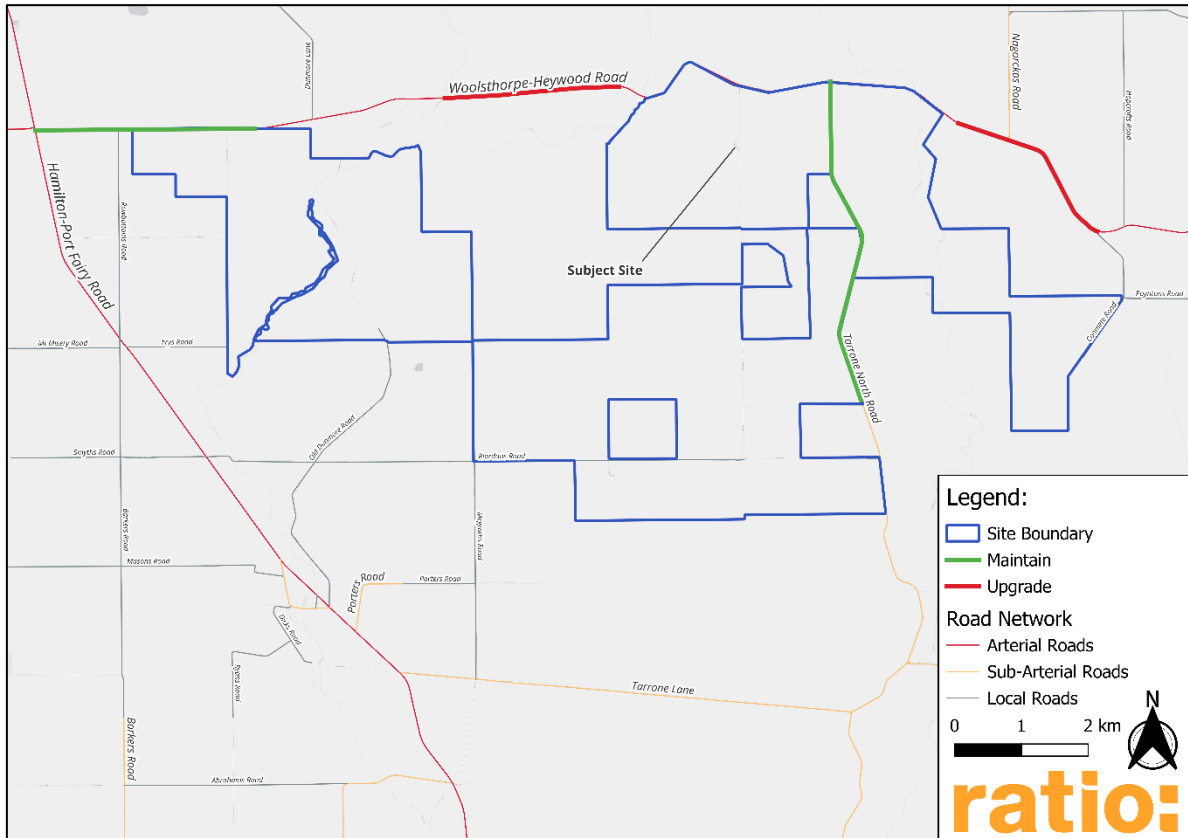
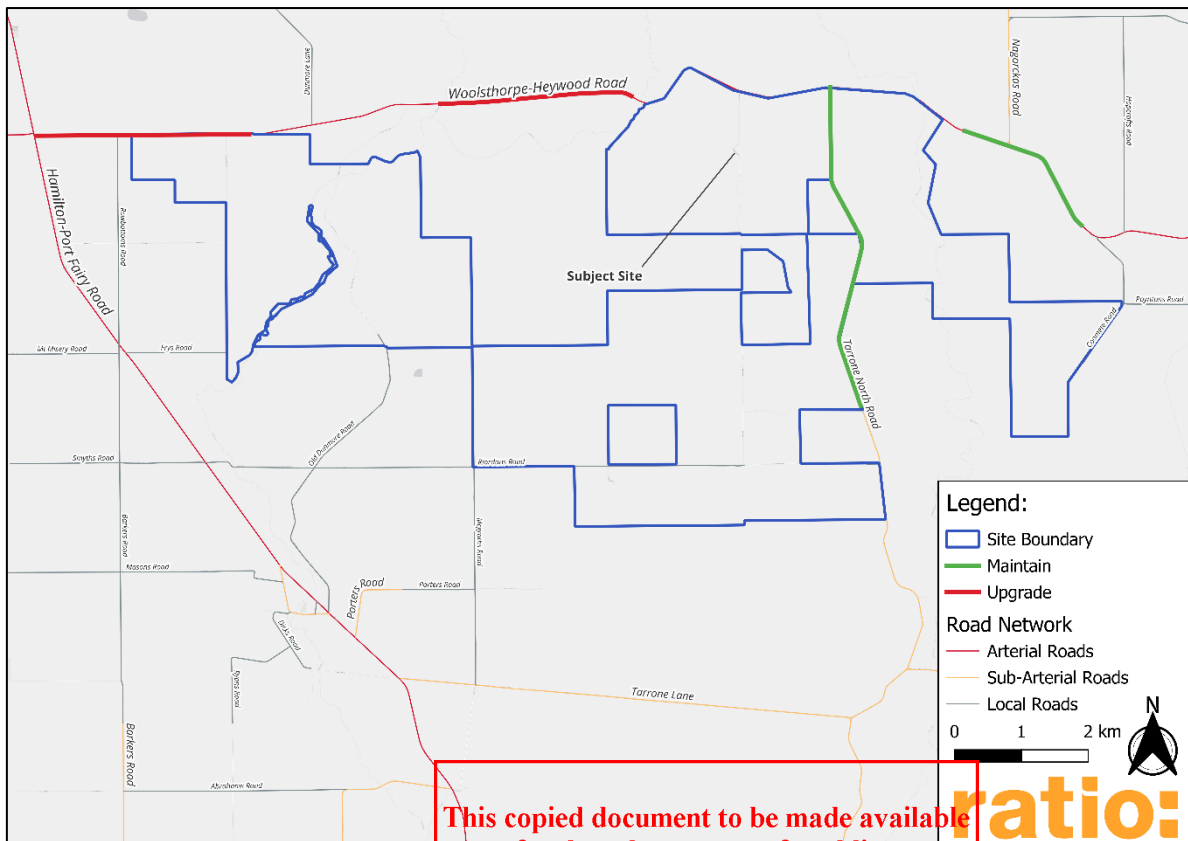


Figure 6.2: Project Area Roads - Mitigation Works (Western Quarries Option)



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Table 6-1: Project Area Local Road Upgrades

Road	Section	Existing Classification	Proposed Classification	Notes
Woolsthorpe-Heywood Road	Kangaroo Creek to Shaw River	Arterial Road	Arterial Road	Widen single lane sealed segment to 6.2 metre wide sealed road
Woolsthorpe-Heywood Road*	Poyntons Rd and No 2169 Woolsthorpe-Heywood Rd	Arterial Road	Arterial Road	Widen single lane sealed segment to 6.2 metre wide sealed road
	Hamilton-Port Fairy Rd and 3261 Woolsthorpe-Heywood Rd	Arterial Road	Arterial Road	Widen single lane sealed segment to 6.2 metre wide sealed road

*subject to quarry location

6.2. Project Area Arterial Roads

Woolsthorpe-Heywood Road is a gazetted B-double route and is all declared main roads managed by DTP.

Under the Road Management Act, the classification and status of these roads requires that the road manager ensure these roads are “fit for purpose” in that:

- Road geometry, cross section and typology is appropriate for the road classification and function;
- Intersections relied on by permitted vehicles be of appropriate standard to safely cater for these vehicles and other road users; and
- The condition of roads and roadside infrastructure is maintained to a suitable standard.

Under the Road Management Act onus for maintenance and upkeep of these roads also is the responsibility of the relevant Road Authority.

From visual inspection these roads:

- Are of appropriate standard / cross section to cater for Project vehicles (noting use by OSOM vehicles is subject to a separate consent); and
- Have pavement surfaces that are in good physical condition.

As such, the use of these roads in their current form by Project traffic is considered appropriate.

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6.3. Project Area Intersections

Project-generated traffic will contribute to additional turning movements through a number of local/arterial and local/local road network intersections, as well as at Project gate locations.

The extent of upgrades to support turning traffic and minimise impacts on existing road uses is subject to hourly turning volumes as per the warrants outlined in AustRoads Guide to Traffic Management Part 6.

Against these warrants, the following intersections and gate locations will require right and/or left turn lane improvements works are:

— Road Intersection:

- Woolsthorpe-Heywood Road / Tarrone North Road

— Project Gates:

- Woolsthorpe-Heywood Road
- Tarrone North Road

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These works are separate from temporary works at intersection and gate locations that may be needed to support OSOM vehicle movements and access during construction.

6.4. Construction Materials Haulage Routes

With the exception of Woolsthorpe-Heywood Road through the Project area, construction materials haulage from external sources relies on:

- Two-lane two-way arterial roads; and
- Local roads already in use to access the identified external quarry sites.

Arterial roads relied upon are all gazetted B-double routes. Arterial roads relied upon are all declared main roads managed by DTP.

Under the Road Management Act, the classification and status of these roads requires that the road manager ensure these roads are “fit for purpose” in that:

- Road geometry, cross-section and typology is appropriate for the road classification and function;
- Intersections relied on by permitted vehicles be of an appropriate standard to safely cater for these vehicles and other road users; and
- The condition of roads and roadside infrastructure is maintained to a suitable standard.

From visual inspection these roads:

- Have pavement surfaces that are in good physical condition; and
- Are of appropriate standard / cross section to cater for Project traffic.

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7. Conclusion

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The preceding transport impact assessment has been undertaken to determine the potential impacts of the amended development plan for the Project on key intersections, roads, and transport networks and to identify recommended management and mitigation options.

The assessment has considered the impact of Project generated traffic during the Project construction phase only. All other phases are in line with the previous application, to be read in conjunction with this report. Traffic impacts have been assessed against the current road network infrastructure.

From the impact assessment, key findings are:

- Wind Farm traffic generated to external roads during construction will be limited to staff vehicles, HV traffic associated with external bulk materials haulage and OD/OSOM vehicles associated with WTG and other major component delivery. Additional traffic associated with internal Wind Farm traffic will also be generated to local sections of Woolsthorpe – Heywood Road within the Wind Farm site;
- At the time of peak construction activity, external Wind Farm traffic will add a maximum of between 824 vehicle movements per day on Woolsthorpe – Heywood Road in the immediate vicinity of the Project, subject to the level of on-site materials sourcing. This traffic can be catered for within Woolsthorpe – Heywood Road, with the exception for the road segments listed below. Subject to confirming materials sourcing locations, two or more of these segments will require localised road widening.
 - The 2.4-kilometre single lane section of road between Poyntons Road and No 2169 Woolsthorpe – Heywood Road;
 - The 2.8-kilometre single lane section of road between Kangaroo Creek and Shaw River; and
 - The 3.2-kilometre single lane section of road between Hamilton-Port Fairy Rd and 3261 Woolsthorpe-Heywood Rd.
- While peak construction traffic volumes in both the on-site and off-site material sourcing scenarios are higher than those assessed in the EES, due to updated construction assumptions, the impacts remain comparable in nature and managed through the aforementioned road upgrades and traffic management measures. No new traffic or transport constraints have been identified that would preclude development of the Project.
- The increased reliance on Woolsthorpe-Heywood Road and Tarrone North Road reflects the Project's response to environmental constraints identified through the EES and Minister's Assessment, which has prioritised avoidance of sensitive areas at the expense of internal road connections.
- Having consideration of base traffic and usage, and upgrades to be provided to support Wind Farm construction traffic, traffic generated by the Wind Farm during operation to public roads can reasonably be accommodated;

- Subject to the resolution of specific traffic management requirements, the identified over-dimensional vehicle route option from the Port of Portland to the Wind Farm site for the transport of WTG and other imported major components has been assessed and is suitable for OD and OSOM transport vehicles; and
- Local traffic impacts within the Project area during all Project phases can be suitably and safely managed.

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Appendix A : Project Area Roads

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**ADVERTISED
PLAN**

ADVERTISED PLAN

Woolsthorpe-Heywood Road, east of Macknights Road



Woolsthorpe-Heywood Road, east of Tarrone North Road



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ADVERTISED PLAN

Tarrone North Road, north of Tarrone Substation Access



Tarrone North Road, south of Tarrone Substation Access



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